

Montana and the Sky

MDT- Department of Transportation

Aeronautics Division

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Raffle Winners Collect!!

At the 1998 Montana Aviation Conference held in Billings, Kent Williams, owner of a Citation 5 graciously agreed to provide a one-hour flight for a lucky winner and four guests in his jet from the winner's hometown. Raffle tickets were sold with all proceeds donated to the aviation conference by Kent.

The lucky winner was Krayton Kerns from Laurel. Mal Soare, Chief Pilot of the Citation together with co-pilot Tad Kirschman of Lynch Flying Service and Roberta Soare, serving as flight attendant picked up Krayton, his family and friends on the afternoon of October 11 in Laurel.

The group departed for a tour of the Beartooth Mountains, Yellowstone Park and returned to Laurel. The flight crossed over Granite Peak, down the Lamar Valley to the Grand Canyon of the Yellowstone and the Upper and Lower Falls of the Yellowstone, over to Old Faithful, and down the South Fork of the Shoshone River and over Beartooth Pass before returning to Laurel.



A gorgeous fall day in Montana treated passengers: Elina Hakola, Rob Engh, Druann Kerns, Tyler Kerns and Krayton Kerns to a ride of their lives!

The weather was perfect with zero clouds. The Grand Tetons and many of the other mountain ranges were viewed in their fall colors.

A great trip with great people was had!

Thanks again to Kent Williams and Captain Mal Soare for making this trip possible for these lucky folks. The 1998 Billings Aviation Conference Committee extends its gratitude to Kent for this excellent fundraiser and for helping to make the 1998 Montana Aviation Conference such a success.



Administrator's Column

FAA PROPOSES TO REIDENTIFY AIRFRAME & POWERPLANT MECHANICS:

The Federal Aviation Administration (FAA), in its Notice Of Proposed Rulemaking (NPRM) is attempting to change Part 65 which governs A&P Mechanics. This NPRM has brought great concern to the industry as it appears that the FAA is attempting to make sweeping changes which appears to downgrade the A&P Mechanic to a two tiered technician level and do little if anything to enhance safety. National Air Transportation Association (NATA) President Jim Coyne stated "The existing rule has allowed the industry to grow and adjust to changes in technology, to train personnel through a combination of formal and informal training to perform high quality maintenance at a reasonable cost to both business and customer. This new proposal does focus on maintenance training standards but disregards current successful practices already in place, does not provide quantifiable deficiencies in current practice, and spreads the bureaucratic morass around to all companies, regardless of size. This approach challenges the safety goals set forth by the Administrator and the Vice President last spring that centered on quantifiable, data-driven goals for the Agency, a more disciplined approach." Coyne concluded, "Last spring, I called on the FAA to replace outdated regulations to suit today's diverse aviation industry. This proposal must utilize the trends in the industry and recognize the needs and demands of small aviation businesses in the creation and promulgation of regulations." If the new regulation is approved there will be huge changes in the A&P mechanic certificate. In fact, the A&P mechanic certificate will cease to exist. I would like to encourage every A&P mechanic to get a copy of this NPRM (98-5) titled "14 CFR, Parts 65, 66, and 147, Revision of Certification Requirements: Mechanics and Repairmen; Proposed Rule" and after studying it, submit your comments to FAA, Office of Chief Counsel, ATTN: Rules Docket (AGC-200) DOCUMENT NO. 27863, Room 915G, 800 Independence Ave. S.W, Washington, DC 20591. You should be able to get a copy of this NPRM from the Helena FSDO or the FAA's webpage at <http://www.faa.gov/arm/nprm.htm> or the Federal Register's webpage at <http://www.access.gpo.gov/nara> This NPRM has about 40 pages. The FAA has extended the comment period to January 8, 1999.➔

NEW LAW BANS AIR TOURS:

President Clinton signed a new law approved by Congress that bans air tours over the Rocky Mountain National Park on October 21, 1998. This legislation was part of the Department of Interior Appropriations section of the Omnibus Emergency Supplemental Appropriations measure. The new law states "Special Federal Aviation Regulation (SFAR) 78, regarding commercial air tour operators in the vicinity of the Rocky Mountain National Park (RMNP), shall remain in effect until otherwise provided by an Act of Congress. The aviation industry is very concerned that this will set a precedent to regulate airspace over all national parks. The perfect example of this is that a U.S. Forest Service district ranger at Coconino National Forest in Arizona wants to prohibit all landing of commercial aircraft on National Forest lands in the Sedona/Oak Creek area except in case of emergencies. ➔

PUBLIC AIRCRAFT LEGISLATION FAILED:

An amendment to the State and Judiciary Appropriations bill which would have altered the definition of "public aircraft", allowing governments, at any level, to operate public aircraft at a level which is less restrictive than the FAA regulations under which certified aircraft must operate was removed from the Omnibus Emergency Supplemental Appropriations bill. This amendment was strongly lobbied against by the National Air Transportation Association (NATA) as they feel that many surplus airplanes and helicopters are being commercially used by government agencies in direct and unfair competition against their members. ➔

AVIATION USERS TRUST FUND:

The National Association of State Aviation Officials (NASAO) and the American Association of State Highway and Transportation Officials (AASHTO) have called on Congress to make a full one year extension of the Airport Improvement Program (AIP) a top priority. The National Governors Association has joined with NASAO and AASHTO in urging Congress to "develop a mechanism to guarantee that all revenue dedicated to the Airport and Airway Trust Fund is spent each year for its intended purpose and to provide for the continued commitment of a general fund contribution at the minimum of the current level." Congress only authorized the AIP program for six months which is due to expire March 31st. ➔



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Dear Help for the Heartbroken,

For over thirty years I've been living in this beautiful suburb of Denver, doing my best to be a friendly neighbor, helping the community grow, giving assistance to the sick, and showing thousands of people how to find new jobs, new business opportunities, and new ways to move up in the world. Now some rude and selfish neighbors are saying things about me that just aren't true, treating me like I'm a leper or something, and telling the courts, politicians, and the newspapers that I don't deserve the same rights and privileges that our government gives to all the others in American who try to be what I am – a general aviation airport.

My name is Centennial, and I think my parents named after the town in James Michener's novel – the place the hero called "maybe the best spot in America..could even be the best remainin' spot on earth." Of course, Michener never met my neighbors. They call themselves "Greenwood Village" and spend all their time whining and worrying about all the things they're afraid of – not at all like the proud, confident, independent men and women that Michener imagined in his Centennial.

Seems these Greenwood Village folks don't know much about airports, or airplanes, or the rules of science, law, and economics that aviation has to obey. They're convinced that my wonderful general aviation airport is going to somehow turn into a huge, busy, and noisy commercial airport – something they call “DIA South” in their fear mongering propaganda. Then they start playing on the fear and ignorance of their fellow citizens by imagining that some bogeyman in Washington wants to permit regular commercial service with hundreds of big jets that everyone knows are too heavy to land on my runways. Now, they've forced the Airport commission to prohibit a perfectly legal public charter from operating here (although most of my friends think it won't succeed financially, anyway) and the FAA has reacted by saying they won't provide any more federal support to keep me from getting old, ugly, and out of date.

The most amazing thing is how the media and the politicians are listening to these loud, self-centered, ignorant noisemakers, while the thousands and thousands of citizens who depend on this airport for jobs, emergency medical care, corporate and business travel, and instantaneous transportation to almost anywhere in the world don't seem to count. Their future, their needs, their hopes and ambitions don't matter when the mad dogs of Greenwood

Village are running loose, spreading lies, fear, and hysteria. Why doesn't anybody understand that these zealots won't stop until they close down the whole airport. They're like spoiled, rich children having a tantrum over something that most citizens understand is a shared civic responsibility that we collectively accept in order to provide a public network of general aviation airports. Why doesn't anyone find out what they really want – is it more land for development, more political power, or do they just like to make noise?

But it's not just me I'm worried about. There are hundreds of other airports that have mad dogs in their neighborhood – rabid packs of anti-airport Luddites whose envy, selfishness and ignorant fears are threatening to halt years of rational, cooperative, and progressive development of the world's finest general aviation system, just when we need it most. In fact, in five years we'll be celebrating the first century of American aviation – paying our respects to the aviators, the airplanes, and the airports that have provided us all with so much adventure, opportunity, prosperity, and freedom. It would break my heart if I couldn't be here to be part of that centennial.

Forgotten on the Front Range

Dear Forgotten,

It's easy to think that you're all alone when you're an airport. You spend all day waiting for friends to come by, and most of us just run in and out without even saying "hello" or "thanks." But I'm sure that when all the people who love you hear of your plight, they'll write the FAA and the Douglas and Arapahoe County Commissioners and urge them to let you continue to be what you've worked so hard to be: one of America's finest and busiest general aviation airports.

And to your antagonistic neighbors over in Greenwood Village, all I can say is “grow up!” Grownups have responsibilities, and one of them is to ensure that our communities have the transportation infrastructure they’ll need in the future. If everyone could be as selfish as they want to be, then we’d never have any of the institutions and public facilities that our modern society requires.

So, keep fighting, Centennial, and before long things will be looking up!

Calendar

November 17 – Fixed-Base Operator and Air Service Access Teleconference, Department of Transportation, Helena.

December 5 – MPA Board of Directors Meeting, Lewistown MPA Christmas Party, Lewistown.

December 7 – 10 – National Agricultural Aviation Association Annual Conference, Tropicana Hotel, Las Vegas, NV (202)546-5722.

February 5 - 6, 1999 - Flight Instructor Refresher Clinic, Helena.

February 25 - 27, 1999 - Montana Aviation Conference, Copper King Inn, Butte.

March 18–20, 1999—10th Annual International Women in Aviation Conference, Radisson Twin Towers Hotel, Orlando, FL (937)839-4647.

April 11 – 17 – 25th Annual Sun 'n Fun Fly-In and Convention, Lakeland, FL.

July 28 – August 3 – EAA AirVenture Fly-in and Convention, Oshkosh, WI.

Aspen Air Stops Service

Bozeman's only non-stop flight to Denver ended with short notice when Aspen Mountain Air scrapped its local service in mid-October.

The airline that first touched down in Bozeman a year ago announced its plans on October 9 before flying out of Gallatin Field for the last time.

Aspen Mountain Air seemed to be in a tailspin since summer when it filed for Chapter 11 bankruptcy. The airline's flight between Dallas and Aspen, CO also ended. Executives for the carrier told the Denver Post they were returning all four of the airline's leased Dornier 328 jet-props to the manufacturer, Fairchild Dornier.

Aspen touched down in Bozeman October 15, 1997, promising to renew the non-stop flights to Denver once offered by Frontier Air. Frontier gave up the route and potential 40,000 Bozeman-to-Denver passengers in September 1995.

Aspen offered one morning and one afternoon flight from Bozeman. One Way, the trips took slightly less than two hours and were offered for \$308 round-trip. Champagne was served on every flight.

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Scholarship Opportunities

Montana is very fortunate to have many generous individuals and organizations who believe in promoting aviation by offering monetary assistance to qualified persons. The Aeronautics Division assists in administering some of these scholarships and encourage participation. Help us spread the word by sharing this information with your local FBO, flight instructors and students.

ALOA Scholarships

A Love of Aviation (ALOA) Scholarship established in 1993 by an anonymous donor will once again be awarded in 1999. A second ALOA donor stepped forward in 1997 and will again offer a scholarship.

The \$250 flight scholarships offered to Montanans are to be used to help defray costs of flight instruction and will be presented during the 1999 Montana Aviation Conference in Butte.

Awarding of the scholarships will be based on a letter explaining the reasons for applying, future career goals, past aviation experience, if any and any outstanding achievements.

Letters of application should be sent to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call 444-2506 for more information. Letters must be postmarked on or before February 2, 1999.

AOM Flight Training Scholarship

The Aviation Organizations of Montana (AOM) includes representatives from the MAMA, MAAA, MATA, EAA, MFF, MT 99s, MPA, CAP, AMAA, MSPA, and the MAD and was formed....."to promote all facets of aviation in the State of Montana..."

AOM has established a scholarship to financially assist a student pilot in obtaining their private pilot certificate. A scholarship in the amount of \$500 and in its fourth year will be awarded annually for five years to a Montana student pilot. Applications are being accepted for the scholarship which will be presented at the 1999 Montana Aviation Conference. All applications must be mailed to 1214 W. Crawford, Livingston, MT 59147 and must be received by December 31, 1998.

Applications and guidelines are available at FBOs and from CFIs throughout the state. Photocopies of an application form are acceptable.

Guidelines include: applicant must

be a resident of Montana and all flight training must be received in Montana by a Montana registered CFI plus more.

If you are unable to find an application, please send a self-addressed stamped envelope to MT 99s, c/o AOM Flight Training Scholarship, 1214 W. Crawford, Livingston, MT 59147 or call the Aeronautics Division at 444-2506.

Aviation Appreciation Scholarship

The fourth annual Aviation Appreciation Scholarship will be presented at the Montana Aviation Conference in Butte.

The scholarship is offered by Jeff Morrison, retired former owner of Morrison Flying Service, currently Exec Air in Helena.

Jeff has established the \$250 scholarship as a token of appreciation to the aviation community. The scholarship is designed to help a young person seeking a career in aviation.

The scholarship recipient will be selected based upon a Montana resident explaining in a letter the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements.

Letters of application should be sent to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call 444-2506 for more information. Letters must be postmarked on or before February 2, 1999.

Blue Goose First Generation Flight Scholarship

Joe and Kathy Kuberka, owners of Blue Goose Aviation, will be awarding a \$250 scholarship to a first generation pilot to assist with flight training. This scholarship is designed to assist a person who has a love of aviation, yet had limited exposure to aviation, someone from a non-aviation background/family. The recipient may be a new student pilot or an individual working towards an additional rating.

The scholarship recipient, a Montana resident, will be selected based on a letter explaining the reasons for applying, future career goals, and any outstanding achievements.

Letters of application should be sent to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call 444-2506 for more information. Letters must be postmarked on or before February 2, 1999.

Montana Pilots Association Junior Pilot Award

The Montana Pilots Association is seeking applicants for its Junior Pilot of the Year Award. The recipient is chosen for outstanding interest in aviation, citizenship within their community and demonstrated academic achievement. New pilots are frequently chosen for this award, but don't let the Junior fool you, this award can be given to any deserving age group. This person is most likely pursuing a professional aviation career.

Interested applicants must submit letter explaining the reasons for applying, future career goals, past aviation experience, if any and any outstanding achievements.

Letters of application should be sent to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call 444-2506 for more information. Letters must be postmarked on or before February 2, 1999.

99s Scholarship

The Montana Chapter of the Ninety Nines will award the seventh annual Esther Combs Vance/Vern Vine Memorial Flight Training Scholarship at the Montana Aviation Conference in Butte. The scholarship is to aid in the financing of a female student pilot's flight training or any Montana female interested in learning how to fly.

Applicants must reside in Montana and receive flight training in Montana by a Montana registered CFI.

Interested applicants must submit an essay of 500 words stating the reasons for wanting to learn to fly, including where your interest began and plans for obtaining your private pilot certificate together with other application materials. Improperly submitted applications will be disqualified. Applications must be mailed to 1214 W. Crawford, Livingston, MT 59047 and received by February 15, 1999. If you need more information, please write to Tina Pomeroy at the above address or call her at (406)222-6826. Requests for applications should be sent to the above address, please enclose a self-addressed stamped envelope or call the Aeronautics Division at 444-2506. *continued on page 5*



SCHOLARSHIPS cont.

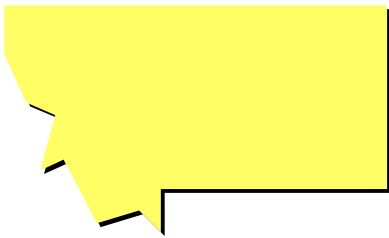
Parrott Family Scholarship

The Parrott Family will award a third annual aviation scholarship in 1999 to a Montana high school student. The scholarship will pay \$1,000 and is to be used over a one-year period for pilot training programs for students enrolled in the Rocky Mountain College (RMC) aviation program. The funds may be used for tuition in the RMC aviation program, and/or flight training expenses leading to a Private, Commercial, or Flight Instructor Certificate, and may include Instrument and Multi-engine ratings that are required by the RMC aviation curriculum. Eligible expenses include aircraft rental, flight and ground instruction, simulator training, and the purchase of aviation-related educational materials and related supplies.

The award will be made by a selection committee and will be based on overall character, academic qualifications, seriousness of purpose, past aviation-related activities, if any, or any other criteria it determines to be appropriate.

Applicants need to send a letter of application to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604. Letters must be postmarked on or before February 2, 1999.

The award will be made at the Montana Aviation Conference in Butte at then end of February. ➔



REMINDER All small Airport Managers are encouraged to attend the upcoming Tel-8 video conference in Helena in April of 1999. The video conference will link via video small Airport Managers from various western states. There will be an open forum format so small Airport Managers from around the Region can discuss any and all topics. Call the Montana Aeronautics Division (406) 444-2506 for further details.

General Aviation Shipments Soar For First Nine Months

Through the first nine months of this year, shipment of general aviation aircraft are up 55.7% over the same period last year and billings are up 21%. Barring any unforeseen circumstances, 1998 should be the best year for general aviation in a long time.

General aviation aircraft shipments for the first nine months of 1998 totaled 1,495 units compared to 960 shipped during the same period last year. Year-to-date billings for 1998 reached \$3.86 billion in the first three-quarters, versus the total of \$3.19 billion for the first three-quarters of 1997.

Total piston aircraft deliveries increased dramatically to 1,051 units for the first nine months of this year, up 85.4%. Both turboprop and turbojet deliveries were up with a total of 162 turboprops shipped in the first three-quarters and 282 total turbojets. Turbojets showed a 19.5% increase from the same period last year.

Export shipments were up 21.1% at 356 units compared to the 294 units shipped in the first nine months of 1997. Total export billings for the third quarter increased 4.1% at \$369 million compared to \$355 million in third quarter 1997.



Browning Airport this summer has seen several significant improvements this year. First, a new apron was constructed with milled asphalt from Montana Department of Transportation, and later rolled for compaction. This apron is constructed at the southeast end of the runway where once was a paved apron but deteriorated over the years. Later this last summer, Clayton Wilhelm from our office installed three sets of tiedowns as well as one set built by Gary Nevins who is a local businessman in Browning.

With these improvements, it is now possible to load and unload air ambulances on all weather surfaces as well as leave your aircraft overnight securely fastened. Many thanks to the effort and cooperation from the Bureau of Indian Affairs, Montana Transportation Department, local pilot Gary Nevins and Clayton Wilhelm from Aeronautics Division for these improvements.

Aviation Milestones

November 29, 1920 — The start of the first regular mail service from the Twin Cities to Chicago.

September 8, 1927 — The Cessna Aircraft Company is established in Wichita, Kansas.

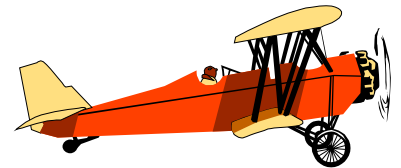
September 24, 1929 — James H. Doolittle makes the first recorded solo instrument landing.

September 13, 1935 — Howard Hughes sets an aviation speed record of 352.38 mph.

November 1, 1941 — The Civil Aeronautics Administration begins to operate airport traffic control towers for the first time.

November 21, 1977 — The Concorde lands after having made its first flight from London, England.

SOURCE: Minnesota Office of Aeronautics



Migratory Season Heightens Hazard of Bird Strikes

Late summer and early fall is the time when an estimated 300 million birds in North America and Canada undertake their great seasonal migration to points south. It is a period where the hazard from bird strikes is greater than usual.

The flocks follow four main flyways, namely the Atlantic, Pacific, Mississippi and Central; these flyways follow both coastlines, the Mississippi River and the central plains east of the Rocky Mountains. Weather is the key to the start of the migration; radars will track flocks of thousands of birds headed south. The birds take advantage of the favorable winds as cold fronts move across the country. Indeed, they often will wait on the ground for days until they sense favorable winds aloft.

The hazard from waterfowl is particularly great. Sandy Wright of the National Wildlife Research Center in Sandusky, Ohio, has remarked that when an aircraft collides with a 12 pound goose, the impact has a force equal to that of an elephant stampeding over a parked car. Jets and jet engines are designed and tested today to withstand the impact of birds weighing up to 2.5 pounds, but they are not tough enough to withstand impact with a single goose at high altitude, let alone a large number.

However, the danger of small birds is not to be discounted. According to an "advice to flight crew" on bird strike hazards prepared by the Air Line Pilots Association (ALPA), "smaller flocking wildlife, such as starlings, which have high body density and often flock by the hundreds or thousands, may have the same effect on aircraft engines...to the point that they must be shut down."

The ALPA memorandum offered these tips:

- More than 90% of bird strikes occur below 2,300 feet. If taking off in an area of high bird activity, climb as expeditiously as possible.
- If suddenly confronted with birds en route, pull up rapidly. Birds, when confronted with a collision risk, tend to tuck their wings and dive away from the "intruder."
- Consider slowing down if confronted with bird activity. A slower speed may minimize the damage, given that the impact force is determined by mass times velocity squared.

- Avoid flying over locations that attract fowl. Birds like bodies of water, such as airport retention ponds, lakes and seashores.➔

REMINDER: The flying public is encouraged to attend the Public Comment Meeting to be held at the 1999 Montana Aviation Conference in Butte dealing with the Montana State Aviation System Plan (SASP). The Montana SASP will be the primary planning document for Montana for years to come and your input would be greatly appreciated. Keep an eye open in our newsletter and at the conference for meeting times.



Clayton Wilhelm shown replacing the overhead antenna on the Conrad NDB. Conrad is one of 9 NDB IFR sites operated by the Montana Aeronautics Division.



MPA Fall Fly-in

The Montana Pilots Association were hosted by the Glacier Hangar at Cut Bank for its annual fall fly-in. Although Mother Nature interfered with the gathering, a hearty number of MPA members from across the state gathered.

President Jack Gillespie conducted a business meeting on Saturday. Issues of concern were the proposed ban of air tour flights over Glacier National Park, the "order to land rule" being considered in Congress and discussion regarding the Chico airport.

A tour to the Cut Bank Historical Museum was of special interest to Cut Bank's guests. A spot landing, flour bombing and aerial bowling ball competition took place. Yes, you heard right an aerial bowling ball drop. If you've never seen one it's an eye opener and well worth watching provided you're FAR away!

Saturday evening the group moved to the Cut Bank Elks for an enjoyable dinner and dancing. On both Saturday and Sunday mornings the hotcakes and sausage were served hot off the griddle at the airport.

Congratulations and thanks to David Ries and all the Glacier Hangar folks for welcoming the MPA Fall Fly-in to Cut Bank.



Cut Bank hosts an interesting fleet of aircraft of this excellent general aviation airport. This Navy T1-A is one of four jet-aged war birds located at the Cut Bank airport.



These ingenious folks check over the flour bombs and bowling balls prior to the start of the competition.



This lively trio listens attentively to President Jack Gillespie during the business meeting.

More Truths in Aviation

Any pilot who does not at least privately consider himself the best in the business is in the wrong business.

It's best to keep the pointed end going forward as much as possible.

Hovering is for pilots who love to fly, but have no place to go.

The only time you have too much fuel is when you're on fire.

A jet fighter in the air is a dual emergency because it's always low on fuel and on fire. A single engine jet in the air is a triple emergency.

The only thing worse than a captain who never flew copilot is a copilot who was once a captain.

A terminal forecast is a horoscope with numbers.

Takeoffs are optional. Landings are mandatory.

A "good" landing is one which you can walk away from. A great landing is one which lets you use the airplane another time.

A good simulator check ride is like successful surgery on a cadaver.

Good judgment comes from experience. Good experience comes from someone else's bad judgment.

An airplane may disappoint a good pilot, but it won't surprise him.

Learn from the mistakes of others. You won't live long enough to make them all yourself.

Things which do you no good in aviation:

- altitude above you
- runway behind you
- fuel in the truck
- half a second in history
- approach plates in the car
- the air speed you don't have

A smooth touchdown in a simulator is about as exciting as kissing your sister.

**MAKE PLANS NOW TO
ATTEND THE 15TH ANNUAL
MONTANA AVIATION
CONFERENCE**

FEBRUARY 25-27, 1999

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